

State of California
Business, Transportation and Housing Agency
Department of Transportation

PROGRAM AMENDMENTS
Traffic Congestion Relief Applications
Action Item

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CTC Meeting: July 11-12, 2001

Agenda Item: 2.1c.(1)

Original Signed By

W. J. EVANS
Chief Financial Officer
July 1, 2001

TRAFFIC CONGESTION RELIEF (TCR) PROGRAM
APPLICATION APPROVALS

RESOLUTION TA-01-11

At the July 11-12, 2001, California Transportation Commission (Commission) meeting, the Commission will be asked to consider the following 22 Traffic Congestion Relief Program applications totaling \$465,745,000. The Department of Transportation recommends these projects be approved. A fact sheet for each project is attached.

- Project #3 - \$25,000,000, Phase 4 for Route 101; widen freeway from four to eight lanes south of San Jose, Bernal Road to Burnett Avenue in Santa Clara County.
Applicant Agency: Santa Clara Valley Transportation Authority (SCVTA)
Implementing Agency: SCVTA
- Project #13 - \$67,530,000, Phase 4 for Caltrain Peninsula Corridor; acquire rolling stock; add passing tracks, and construct pedestrian access structure at stations between San Francisco and San Jose in San Francisco, San Mateo, and Santa Clara Counties.
Applicant Agency: Peninsula Corridor Joint Powers Board (PCJPB)
Implementing Agency: PCJPB
- Project #14 - \$365,000, Phase 1 for CalTrain; extension to Salinas in Monterey County.
Applicant Agency: Transportation Agency for Monterey County (TAMC)
Implementing Agency: TAMC
- Project #20 - \$140,000,000, Phases 2, 4 for San Francisco Muni Third Street Light Rail; extend Third Street line to Chinatown (tunnel) in the City and County of San Francisco.
Applicant Agency: San Francisco Municipal Transportation Agency
Implementing Agency: San Francisco County Transportation Authority
- Project #22- \$3,000,000, Phase 1 for Route 101; environmental study for reconstruction of Doyle Drive, from Lombard St./Richardson Avenue to Route 1 Interchange in City and County of San Francisco.
Applicant Agency: San Francisco County Transportation Authority
Implementing Agency: San Francisco County Transportation Authority
Advance Requested: \$500,000

- Project #27.2 - \$1,920,000, Phases 1, 2, 3 for Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties - ACE Commuter Parking
Applicant Agency: Alameda County Congestion Management Agency
Implementing Agency: City of Livermore
- Project #27.3 - \$520,000, Phases 1, 2 for Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties. - Parking in Livermore (Valley Center)
Applicant Agency: Alameda County Congestion Management Agency
Implementing Agency: City of Livermore, Community Development Department
- Project #31 - \$25,000,000, All Phases for Route 580; construct eastbound and westbound HOV lanes from Tassajara Road/Santa Rita Road to Vasco Road in Alameda County.
Applicant Agency: Caltrans
Implementing Agency: Caltrans
- Project #49 - \$350,000, Phase 1 for Hollywood Intermodal Transportation Center; intermodal facility at Highland Avenue and Hawthorn Avenue in the City of Los Angeles.
Applicant Agency: City of Los Angeles
Implementing Agency: Community Redevelopment Agency of the City of Los Angeles
Advance Requested: \$350,000
- Project #54.1 - \$130,300,000, Phases 2, 3, 4 for Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, downtown Los Angeles to Los Angeles County line in Los Angeles County.
Applicant Agency: San Gabriel Valley Counsel of Governments
Implementing Agency: Alameda Corridor-East Construction Authority
- Project #54.2 - \$15,300,000, All Phases for Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, downtown Los Angeles to Los Angeles County line in Los Angeles County.
Applicant Agency: San Gabriel Valley Counsel of Governments
Implementing Agency: City of Santa Fe Springs
- Project #54.3 - \$4,400,000, Phases 1, 2 for Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, downtown Los Angeles to Los Angeles County line in Los Angeles County.
Applicant Agency: San Gabriel Valley Counsel of Governments
Implementing Agency: City of Pico Rivera
- Project #55.1 - \$2,250,000, Phases 1, 3 for Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, with rail-to-rail separation at Colton in San Bernardino County.
Applicant Agency: San Bernardino Associated Governments
Implementing Agency: City of Montclair
Advance Requested: \$250,000
- Project #55.2 - \$700,000, Phase 1 for Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, with rail-to-rail separation at Colton in San Bernardino County.
Applicant Agency: San Bernardino Associated Governments
Implementing Agency: City of Ontario

- Project #55.3 - \$510,000, Phase 1 for Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, with rail-to-rail separation at Colton in San Bernardino County.
Applicant Agency: San Bernardino Associated Governments (SANBAG)
Implementing Agency: SANBAG
- Project #75.1 - \$21,000,000, Phase 4 for San Diego Transit Buses; acquire about 85 low-emission buses for San Diego transit service in San Diego County.
Applicant Agency: San Diego Metropolitan Transit Development Board (MTDB)
Implementing Agency: MTDB
Advance Requested: \$10,000,000
- Project #75.2 - \$9,000,000, Phase 4 for San Diego Transit Buses; acquire about 85 low-emission buses for San Diego transit service in San Diego County.
Applicant Agency: San Diego Metropolitan Transit Development Board
Implementing Agency: San Diego North County Transit District
Advance Requested: \$5,000,000
- Project #96 - \$10,000,000, All Phases for Friant Road; widen to four lanes from Copper Avenue to Road 206 in Fresno County.
Applicant Agency: County of Fresno
Implementing Agency: County of Fresno, Department of Public Works
- Project #129 - \$3,200,000, All Phases for Route 62; traffic and pedestrian safety and utility undergrounding project in right-of-way of Route 62.
Applicant Agency: Town of Yucca Valley
Implementing Agency: Town of Yucca Valley
- Project #141 - \$2,000,000, All Phases for Union City; pedestrian bridge over Union Pacific rail lines.
Applicant Agency: City of Union City
Implementing Agency: City of Union City
- Project #156 - \$500,000, Phase 1 for Seismic retrofit and core segment improvements for the Bay Area Rapid Transit system.
Applicant Agency: San Francisco Bay Area Rapid Transit District (BART)
Implementing Agency: BART
- Project #157 - \$2,900,000, Phase 2 for Route 12; Congestion relief improvements from Route 29 to I-80 through Jamison Canyon.
Applicant Agency: Caltrans
Implementing Agency: Caltrans

TCR Program - Application Approval Request for Project # 3

July 11-12, 2001

Agenda Item 2.1c(1)

Santa Clara **Route 101; widen freeway from four to eight lanes south of San Jose, Bernal Road to Burnett Avenue in Santa Clara County.**

(\$ x 1,000)

Estimated Project Cost:	\$122,300	TCRP Funds covered by the application:	\$25,000
Total TCRP Funds Available:	\$25,000	Phase(s) covered in application:	4
Lead Agency:	Santa Clara Valley Transportation Authority (SCVTA)	Implementing Agency:	SCVTA

TCRP Funds Allocation requested concurrently with application: **\$25,000** **for Phase(s): 4**

Advance requested: \$0

Project Summary

The overall purpose of the U.S. 101 Widening Project is to improve transportation infrastructure to meet existing and future traffic demand in south Santa Clara County. The U.S. 101 corridor is a major commute route between residential areas in southern Santa Clara County, Monterey County, San Benito County and Merced County into the northern industrial areas in Santa Clara County.

The limits of the Santa Clara County Route 101 Widening Project are described as widening from Bernal Road to Burnett Road. VTA, as the implementing agency has split the project into a north segment from Bernal Road to Metcalf Road and a south segment from Metcalf Road to Burnett/Cochrane Road. For administrative purposes, the North Segment of the 101 Widening Project has been combined with another VTA managed project, the 85/101 Interchange Completion Project, occurring in the immediate vicinity of the 101 Widening north segment project. The North Segment is fully funded using a combination of local sales tax funds and the TCRP \$25 million. The South Segment of the 101 Widening Project is fully funded using local sales tax funds. Phase 4-Construction activities are currently underway for the South Segment; Phase 4-Construction activities for the North Segment are expected to start in September 2001.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Project Study Report, Project Report, Environmental Document, and Permits	10/1/99	7/25/01	\$2,900
2	Plans, Specifications, & Estimates, and Bid Documents	12/1/99	6/4/01	\$14,600
3	Right of Way Support (Mapping, Surveying, Centerline Control)	12/1/99	5/23/01	\$2,100
4	Construction	6/14/01	2/25/04	\$102,700
Total:				\$122,300

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed				\$25,000	\$25,000
		Proposed					
Measure B - North	Local	Committed	\$1,300	\$7,100	\$1,000	\$23,900	\$33,300
		Proposed					
Measure B - South	Local	Committed	\$1,600	\$7,500	\$1,100	\$53,800	\$64,000
		Proposed					
Totals:		Committed	\$2,900	\$14,600	\$2,100	\$102,700	\$122,300
		Proposed					
Total:			\$2,900	\$14,600	\$2,100	\$102,700	\$122,300

Discussion/Issues

No Issues. Recommend Approval. Project is fully-funded. Environmental and Regional Transportation Plan documentation on file. Environmental Document for Route 85 Corridor (including northern segment of this project) approved under CTC Resolution E-87-27 and CTC Resolution E-87-28.

TCR Program - Application Approval Request for Project # 13July 11-12, 2001
Agenda Item 2.1c(1)**Regional**

CalTrain Peninsula Corridor; acquire rolling stock, add passing tracks, and construct pedestrian access structure at stations between San Francisco and San Jose in San Francisco, San Mateo, and Santa Clara Counties.

(\$ x 1,000)

Estimated Project Cost:	\$128,100	TCRP Funds covered by the application:	\$67,530
Total TCRP Funds Available:	\$127,000	Phase(s) covered in application:	4
Lead Agency:	Peninsula Corridor Joint Powers Board (PCJPB)	Implementing Agency:	PCJPB

TCRP Funds Allocation requested concurrently with application: \$67,530 for Phase(s): 4

Advance requested: \$0

Project Summary

The overall project will provide an enhanced commuter rail express service between San Francisco and San Jose by implementing a limited stop commuter rail express service (aka the Baby Bullet) that parallels the heavily congested commute corridors of I-280 and US 101. The overall project consists of the addition of passing (third and fourth) tracks, modifications to stations and the procurement of signal equipment and rolling stock.

This application will provide funding for the construction of the third and fourth track including, but not limited to, track and signal work, bridge work, and station modifications. An application for Preliminary Engineering (Phase 1) and Plans, Specifications & Estimates (Phase 2) for the capital improvements element was approved in December 2000. An application for rollingstock acquisition and signal work was approved in June 2001.

This application programs \$67,530,000 to fully commit all TCR funds for this project.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Provide operational analysis, conceptual layouts and environmental review and analysis.	11/1/00	3/30/02	\$1,800
2	Prepare plans and specifications for all elements	1/1/01	3/30/02	\$4,270
3	Right of Way Acquisition			\$0
4	Construction and/or Procurement	6/1/01	6/30/05	\$122,030
Total:				\$128,100

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$700	\$4,270		\$122,030	\$127,000
		Proposed					
PCJPB	Local	Committed	\$1,100				\$1,100
		Proposed					
	Totals :	Committed	\$1,800	\$4,270		\$122,030	\$127,000
Proposed							
Total :		\$1,800	\$4,270		\$122,030	\$128,100	

Discussion/Issues

No issues. Recommend Approval. Project is fully-funded. This project is statutorily exempt under CEQA; a Notice of Exemption has been filed. Regional Transportation Plan documentation is on file.

TCR Program - Application Approval Request for Project # 14July 11-12, 2001
Agenda Item 2.1(c)**Santa Clara / Monterey** **CalTrain; extension to Salinas in Monterey County.**

(\$ x 1,000)

Estimated Project Cost:	\$23,360	TCRP Funds covered by the application:	\$365
Total TCRP Funds Available:	\$20,000	Phase(s) covered in application:	1
Lead Agency:	Transportation Agency for Monterey County (TAMC)	Implementing Agency:	TAMC

TCRP Funds Allocation requested concurrently with application: **\$365** for Phase(s): 1

Advance requested: \$0**Project Summary**

The project will extend Caltrain commuter rail service currently running between San Francisco and Gilroy south to Salinas in Monterey County, relieving congestion for commuters traveling between Monterey County and southern Santa Cruz County and the San Francisco Bay area. The rail extension will also provide transit connections to Sacramento and Stockton via the Capitol Corridor and Altamont Commuter express. The project is located along 38 miles of existing Union Pacific mainline from Gilroy to Salinas. The rail extension will initially include two new commuter rail station stops - Pajaro and Salinas - and will add a third stop in Castroville in conjunction with the establishment of intercity rail service between San Francisco and Monterey / Seaside. The service will consist of two round trips per day and will increase to four or more within five years on inception of service.

This application covers the Phase 1, Environmental. It is anticipated that implementation of the project requires rehabilitation and construction of stations, minor track improvements and some equipment acquisition.

Note: The cost, schedule, and proposed funding identified below are planning estimates and are subject to change upon completion of the project report and environmental studies. TCRP project applications for later phases of work will be submitted when cost, schedule, and funding have been better refined.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Update Business Plan, Environmental Clearance, Conceptual Design, Track Access Rights	10/1/01	10/1/02	\$725
2	Plans, Specifications & Estimates	11/1/02	11/1/03	\$3,535
3	Right of Way Acquisition	11/1/03	5/1/05	\$1,300
4	Construction	11/1/03	5/1/05	\$17,800
Total:				\$23,360

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TORP	State	Committed	\$365				\$365
		Proposed		\$3,535	\$1,300	\$14,800	\$19,635
MCRDA	CMAQ Exchange	Committed	\$250				\$250
		Proposed					
MBUAPCD	Local	Committed	\$110				\$110
		Proposed					
Prop 116	State	Committed					
		Proposed				\$3,000	\$3,000
	Totals :	Committed	\$725				\$725
		Proposed		\$3,535	\$1,300	\$17,800	\$22,635
		Total :	\$725	\$3,535	\$1,300	\$17,800	\$23,360

Discussion/Issues

TCR Program - Application Approval Request for Project # 14

July 11-12, 2001

Agenda Item 2.1c(1)

No issues. Recommend approval. Based on current estimates, funding in the amount of \$3,000,000 remains to be identified. Potential sources include, but are not limited to, Proposition 116 Bond funds and local funds. If, upon completion of studies, cost estimates increase, other funding sources including STIP (RIP/IIP) will be pursued.

TCR Program - Application Approval Request for Project # 20July 11-12, 2001
Agenda Item 2.1c(1)**San Francisco San Francisco Muni Third Street Light Rail; extend Third Street line to Chinatown (tunnel) in the City and County of San Francisco.**

(\$ x 1,000)

Estimated Project Cost:	\$1,168,010	TCRP Funds covered by the application:	\$140,000
Total TCRP Funds Available:	\$140,000	Phase(s) covered in application:	2, 4
Lead Agency:	San Francisco Municipal Transportation Agency	Implementing Agency:	San Francisco County Transportation Authority

TCRP Funds Allocation requested concurrently with application: **\$140,000** for Phase(s): 2, 4Advance requested: **\$0****Project Summary**

The overall Third Street Light Rail project will extend the Third Street rail line to Chinatown (tunnel) in the City and County of San Francisco. The project will be constructed in two segments. The first segment will be the Initial Operating Segment for \$520,710,000, and consists of a new light rail line from 4th and King Streets to the Bayshore Caltrain Station, the construction of a maintenance facility, and the procurement of 15 new light rail vehicles (LRVs). The first segment is already underway with construction to be completed by May 2004.

The second segment will be the Central Subway for \$647,300,000, which consists of a subway from 4th and King Streets to Chinatown as well as three additional light rail vehicles. The second segment is expected to start in July 2001 and be completed by December 2009.

The SF MUNI is proposing to use TCRP funds for construction activities on Segment 1 Initial Operating Segment, preliminary engineering for Segment 2 Central Subway, and the three LRVs for Segment 2. SF MUNI is proposing to use Local sales tax measure funds and federal New Rail Starts (Section 5309) funds to construct Segment 2 - Central Subway.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental Review - EIR/EIS	10/1/96	3/1/99	\$14,000
2	Preliminary Engineering, Final Design and Project Management	10/1/99	6/1/06	\$131,500
3	Right of Way Acquisition	11/1/99	4/1/02	\$26,600
4	Construction	11/1/01	12/1/09	\$995,910
Total:				\$1,168,010

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed		\$5,000		\$135,000	\$140,000
		Proposed					
Prop B	Local	Committed	\$14,000	\$126,500	\$26,600	\$212,700	\$379,800
		Proposed					
Section 5309	Federal	Committed				\$23,540	\$23,540
		Proposed				\$454,870	\$454,870
STIP - RIP		Committed				\$41,500	\$41,500
		Proposed				\$97,600	\$97,600
CMAQ/STP	Local	Committed				\$2,500	\$2,500
		Proposed				\$2,500	\$2,500
Impact Fees	Local	Committed					
		Proposed				\$25,700	\$25,700
Totals:		Committed	\$14,000	\$131,500	\$26,600	\$415,240	\$587,340
		Proposed				\$580,670	\$580,670
Total:			\$14,000	\$131,500	\$26,600	\$995,910	\$1,168,010

TCR Program - Application Approval Request for Project # 20

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Agenda Item 2.1c(1)

Discussion/Issues

Recommend Approval. Funding in the amount of \$73,370,000 remains to be identified for Segment 1 Initial Operating Segment. Funding in the amount of \$507,300,00 remains to be identified for Segment 2 Central Subway. Anticipated sources include, but are not limited to, federal new rail starts, local impact fees, federal STP/CMAQ funds, and STIP funding. Regional Transportation Plan documentation on file. Financial Operating Plan documentation on file. CTC has not had an opportunity to review the final EIR/EIS for this project.

Recommended Resolution Language: Allocation of funds contingent upon review and approval for future funding of the final EIR/EIS by the CTC. Allocation of funds for construction is also contingent upon receipt of plan identifying fully-funded usable segments.

TCR Program - Application Approval Request for Project # 22July 11-12, 2001
Agenda Item 2.1c(1)**San Francisco Route 101; environmental study for reconstruction of Doyle Drive, from Lombard St./Richardson Avenue to Route 1 Interchange in City and County of San Francisco.**

(\$ x 1,000)

Estimated Project Cost: \$600,000 **TCRP Funds covered by the application:** \$3,000**Total TCRP Funds Available:** \$15,000 **Phase(s) covered in application:** 1**Lead Agency:** San Francisco **Implementing Agency:** SFCTA
County
Transportation
Authority
(SFCTA)**TCRP Funds Allocation requested concurrently with application:** \$3,000 **for Phase(s):** 1**Advance requested:** \$500**Project Summary**

The project is to replace Doyle Drive (State Route 101) to improve the seismic, structural, and traffic safety of the roadway. The redesign of Doyle Drive will have qualities that are in keeping with the setting of the Presidio of San Francisco as a National Park, will incorporate increased intermodal access to the Presidio, and will improve access from local roadways.

This application covers the Phase 1, Environmental studies and preliminary engineering. Environmental studies are already underway using Public Lands Highway Funds associated with the Presidio base conversion to a National Park.

Note: The cost, schedule, and proposed funding identified below are planning estimates and are subject to change upon completion of the project report and environmental studies. A 1993 PSR identified multiple alternatives with project costs ranging from \$300 - \$600 million. TCRP project applications for later phases of work will be submitted when cost, schedule, and funding have been better refined. Capital costs (Right of Way and Construction) are combined below for planning purposes.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Preliminary Engineering, Identify and Study Alternatives, Environmental Documents	1/1/00	8/1/02	\$10,200
2	Plans, Specifications & Estimates	8/1/02	4/1/05	\$48,000
3	Right of Way Acquisition	6/1/03	6/1/05	
4	Construction	7/1/05	12/1/10	\$541,800
Total:				\$600,000

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$3,000				\$3,000
		Proposed		\$12,000			\$12,000
PLH	Federal	Committed	\$7,200				\$7,200
		Proposed					
ITIP/SHOPP	State	Committed					
		Proposed		\$28,000			\$28,000
STIP - RIP	State	Committed					
		Proposed		\$8,000			\$8,000
High Priority	Federal	Committed					
		Proposed				\$541,800	\$541,800
	Totals :	Committed	\$10,200				\$10,200
		Proposed		\$48,000		\$541,800	\$589,800
		Total :	\$10,200	\$48,000		\$541,800	\$600,000

Discussion/Issues

TCR Program - Application Approval Request for Project # 22

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No issues. Recommend approval.

Funding in the amount of \$541,800,000 remains to be identified. Potential funding sources include STIP, SHOPP and Federal High Priority funds. The SFCTA anticipates seeking a reauthorization of its half-cent sales tax measure and would include Doyle Drive within the reauthorization.

The applicant has requested \$500,000 advance to cover costs of environmental and archeological consultant contracts.

TCR Program - Application Approval Request for Project # 27.2

July 11-12, 2001
Agenda Item 2.1c(1)

Alameda/Contra Costa Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties.

(\$ x 1,000)

Estimated Project Cost:	\$25,026	TCRP Funds covered by the application:	\$1,920
Total TCRP Funds Available:	\$11,000	Phase(s) covered in application:	1,2,3
Lead Agency:	Alameda County Congestion Management Agency	Implementing Agency:	City of Livermore

TCRP Funds Allocation requested concurrently with application: \$424 for Phase(s): 1,2

Advance requested: \$0

Project Summary

The overall Vasco Road Safety and Transit Enhancement project consists of three separate segments to provide improved access to the Altamont Commuter Express (ACE) rail service. Each segment will be covered under separate project applications. The three segments consist of:

- 1) straighten Vasco Road (\$6.5 million of TCRP funding, total cost of \$13.50 million),
- 2) improvements to the Vasco Road commuter parking facility for the ACE platform station (\$3 million of TCRP funding, total cost \$3.0 million), and
- 3) Parking Structure for Valley Center Project (\$1.5 million of TCRP funding, total cost of \$8.5 million).

This application is for Component 27.2, which will provide additional parking to the existing Altamont Commuter Express (ACE) station at Vasco Road for use by ACE riders and Livermore Amador Valley Transportation Agency (LAVTA) commuters. Specifically, this application covers Phase 1, 2, and 3 and will provide funding for right of way acquisition needed to construct approximately 300 additional parking spaces. The existing lot consists of 80 spaces and fills up quickly, resulting in passengers parking on surrounding streets. Compounding the pressure for additional parking, ACE is planning to add a fourth train to its schedule in the fall of 2001.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental Clearance	9/1/01	3/1/02	\$100
2	Plans, Specifications & Estimates	11/1/01	9/1/02	\$324
3	Right of Way Acquisition	3/1/02	9/1/02	\$1,496
4	Construction	3/1/03	10/1/03	\$1,080
Total:				\$3,000

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$100	\$324	\$1,496		\$1,920
		Proposed				\$1,080	\$1,080
	Totals:	Committed	\$100	\$324	\$1,496		\$1,920
		Proposed				\$1,080	\$1,080
	Total:		\$100	\$324	\$1,496	\$1,080	\$3,000

Discussion/Issues

No issues. Recommend approval.

TCR Program - Application Approval Request for Project # 27.3July 11-12, 2001
Agenda Item 2.1c(1)**Alameda/Contra Costa Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties.**

(\$ x 1,000)

Estimated Project Cost:	\$8,526	TCRP Funds covered by the application:	\$520
Total TCRP Funds Available:	\$11,000	Phase(s) covered in application:	1,2
Lead Agency:	Alameda County Congestion Management Agency	Implementing Agency:	City of Livermore Community Development Department

TCRP Funds Allocation requested concurrently with application: **\$520** for Phase(s): 1,2Advance requested: **\$0****Project Summary**

The overall Vasco Road Safety and Transit Enhancement project consists of three separate segments to provide improved access to the Altamont Commuter Express (ACE) rail service. Each segment will be covered under separate project applications. The three segments consist of: 1) straighten Vasco Road (\$6.5 million of TCRP funding, total cost of \$13.50 million); 2) improvements to the Vasco Road commuter parking facility for the ACE platform station (\$3 million of TCRP funding, total cost \$3.0 million); and 3) Parking Structure for Valley Center Project (\$1.5 million of TCRP funding, total cost of \$8.5 million).

This application covers Component 27.3, the Downtown Valley Center ACE Parking Facility. This facility will be a three-story parking structure built on the current site, and some additional surrounding parcels, of the at-grade ACE Train parking lot. This project will provide approximately 540 parking spaces to accommodate ACE train riders, LAVTA bus riders, and patrons of the proposed Livermore Valley Center complex. The present surface parking lot serving the ACE ridership can accommodate only ninety-six (96) vehicles. Currently, the lot is completely full by the time the second ACE morning train arrives. Compounding the pressure for additional parking, ACE added a third train to its schedule in March 2001; a fourth train is anticipated at the end of 2001.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental Clearance - CEQA/NEPA	6/1/01	1/1/02	\$20
2	Plans, Specifications & Estimates	7/1/01	3/1/02	\$500
3	Right of Way Acquisition	6/1/01	5/1/02	\$1,306
4	Construction	7/1/02	7/1/03	\$6,700
Total:				\$8,526

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$20	\$500			\$520
		Proposed				\$980	\$980
Redevelopm ent	Local	Committed			\$806	\$3,820	\$4,626
		Proposed					
TEA-21 Demo	Federal	Committed			\$500		\$500
		Proposed				\$1,900	\$1,900
	Totals :	Committed	\$20	\$500	\$1,306	\$3,820	\$5,646
Proposed					\$2,880	\$2,880	
Total :		\$20	\$500	\$1,306	\$6,700	\$8,526	

Discussion/Issues

No Issues. Recommend Approval.

Recommended Resolution Language: Prior to an allocation of funds for any capital phase of the project, the City must develop a parking management plan that, among other requirements, provides for procedures to ensure that a specified number (to be determined upon completion of Phase 1) of non-tandem designated parking spaces are for the exclusive use of ACE and LAVTA riders, and ensure the commuter parking spaces are maintained and operated separate from other parking areas.

TCR Program - Application Approval Request for Project # 31July 11-12, 2001
Agenda Item 2.1c(1)**Alameda** **Route 580; construct eastbound and westbound HOV lanes from Tassajara Road/Santa Rita Road to Vasco Road in Alameda County.**

(\$ x 1,000)

Estimated Project Cost: \$200,500 TCRP Funds covered by the application: \$25,000

Total TCRP Funds Available: \$25,000 Phase(s) covered in application: All

Lead Agency: Caltrans Implementing Agency: Caltrans

TCRP Funds Allocation requested concurrently with application: \$7,000 for Phase(s): 1

Advance requested: \$0

Project Summary

The project is to construct eastbound and westbound High Occupancy Vehicle (HOV) lanes on I-580 from west of Tassajara Road in Pleasanton to east of Vasco Road in Livermore, a distance of approximately 18 km (11 miles). The total estimated cost of the project depends on selection of preferred alternative at the conclusion of the environmental clearance process, and ranges from \$109,500,000 (minimum project alternative) to \$200,500,000 (ultimate project). The selection of the preferred alternative will be made in coordination with the Route 580 Transit Connectivity Study (TCRP #12) scheduled for completion by September 2001. Included in the Transit Connectivity Study are alternative alignments for transit along the Route 580 corridor.

The minimum project alternative would add HOV lanes in the existing median. The ultimate project would include widening the median to 19.5 meters (64 feet) for future BART extension and 25.6 meters (84 feet) near Airway Boulevard for proposed West Livermore BART station. Widening of the freeway could be to the outside to accommodate shifting the existing lanes and construction of the new HOV lanes.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental Clearance	12/1/01	8/1/04	\$7,000
2	Plans, Specifications & Estimates	8/1/04	11/1/05	\$14,000
3	Right of Way Acquisition, Relocation Assistance (Includes Support)	10/1/04	9/1/06	\$18,500
4	Construction (Includes Support)	2/1/07	6/1/09	\$161,000
Total:				\$200,500

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$7,000	\$14,000	\$2,500	\$1,500	\$25,000
		Proposed					
STIP-RIP/IIP	State	Committed					
		Proposed				\$60,500	\$60,500
Measure B	Local	Committed					
		Proposed				\$10,000	\$10,000
TVTDF	Local	Committed					
		Proposed				\$8,000	\$8,000
STIP-RIP	State	Committed					
		Proposed			\$16,000		\$16,000
TBD	TBD	Committed					
		Proposed				\$81,000	\$81,000
Totals:		Committed	\$7,000	\$14,000	\$2,500	\$1,500	\$25,000
		Proposed			\$16,000	\$159,500	\$175,500
		Total:	\$7,000	\$14,000	\$18,500	\$161,000	\$200,500

Discussion/Issues

No issues. Recommend approval.

The TCRP funding is anticipated to fully fund Phases 1, 2 and 3, and to partially fund construction support (Phase 4). Of the total maximum \$200.5 million required for ultimate project implementation, a total of \$119.5 million is identified as

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committed or proposed funding. The remaining \$81 million could be an unmet balance for which funding source(s) is/are yet to be identified. The currently identified \$119.5 million committed and potential funding sources would allow for the development and construction of a minimum project alternative and meeting the project purpose and needs.

Recommended Resolution language to include that prior to allocation of Phase 3 and Phase 4 TCRP funds, applicant shall demonstrate commitment of funds for the total cost of the phase.

TCR Program - Application Approval Request for Project # 49July 11-12, 2001
Agenda Item 2.1(c1)**Los Angeles** **Hollywood Intermodal Transportation Center; intermodal facility at Highland Avenue and Hawthorn Avenue in the City of Los Angeles.**

(\$ x 1,000)

Estimated Project Cost:	\$23,700	TCRP Funds covered by the application:	\$350
Total TCRP Funds Available:	\$10,000	Phase(s) covered in application:	1
Lead Agency:	City of Los Angeles	Implementing Agency:	Community Redevelopment Agency of the City of Los Angeles

TCRP Funds Allocation requested concurrently with application: **\$350** for Phase(s): 1**Advance requested:** **\$350****Project Summary**

The overall Hollywood Intermodal Transportation Center project at Highland Avenue and Hawthorn Avenue will provide for the coordination and interfacing of surface transit systems and the Metro Red Line subway station at Hollywood / Highland by providing pick-up, drop-off, and waiting areas for bus / van / shuttle bus riders; parking and layover space for municipal and tour buses; facilities and amenities for transit riders, parking for transit users and others, and pedestrian access to Hollywood Boulevard across the street from the Hollywood / Highland Metro Red Line subway station thus linking together multiple transit modes.

The Project will also provide up to approximately 400 to 500 parking spaces on two underground levels to serve transit riders, visitors and tourists, and approximately 50 to 100 "in-lieu" severance parking or "preferential" parking permits for former property owners. The Project will be designed to accommodate potential parking expansion above the ground level at some future date; the cost of the potential expansion is not included as part of this application, however.

This application provide funding for Phase 1 - Environmental, Surveys, and Permits. The cost, schedule, and proposed funding identified below are planning estimates and are subject to change upon completion of the project report and environmental studies. TCRP project applications for later phases of work will be submitted when cost, schedule, and funding have been better refined.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental, Conceptual Designs, Boundary surveys, Permits	8/1/01	2/1/02	\$350
2	Preliminary Design	8/1/01	2/1/02	\$300
3	Right of Way Acquisition			\$12,500
4	Construction	4/1/02	10/1/03	\$10,600
Total:				\$23,750

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$350				\$350
		Proposed		\$300	\$6,500	\$2,850	\$9,650
TBD	TBD	Committed					
		Proposed			\$6,000	\$7,750	\$13,750
	Totals :	Committed	\$350				\$350
		Proposed		\$300	\$12,500	\$10,600	\$23,100
		Total :	\$350	\$300	\$12,500	\$10,600	\$23,750

Discussion/Issues

No Issues. Recommend Approval. The applicant has requested \$350,000 advance to cover costs to implement plans and studies.

Funding in the amount of \$13,750,000 remains to be identified. Potential funding sources include STIP, Parking Revenue

TCR Program - Application Approval Request for Project # 49

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or other local funds.

Recommended Resolution Language: Prior to an allocation of funds for any capital phase of the project, the City must develop a parking management plan that, among other requirements, provides for procedures to ensure that a specified number (to be determined upon completion of Phase 1) of non-tandem designated parking spaces are for the exclusive use of transit riders, and ensure the commuter parking spaces are maintained and operated separate from other parking areas.

TCR Program - Application Approval Request for Project # 54.1July 11-12, 2001
Agenda Item 2.1c(1)**Los Angeles** **Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, downtown Los Angeles to Los Angeles County line in Los Angeles County.**

(\$ x 1,000)

Estimated Project Cost:	\$195,255	TCRP Funds covered by the application:	\$130,300
Total TCRP Funds Available:	\$150,000	Phase(s) covered in application:	2, 3, 4
Lead Agency:	San Gabriel Valley Council of Governments	Implementing Agency:	Alameda Corridor-East Construction Authority

TCRP Funds Allocation requested concurrently with application: \$0 for Phase(s): N/A

Advance requested: \$0

Project Summary

This project application is one of three proposed by the San Gabriel Council of Governments to implement priority improvements along the Alameda Corridor – East rail facility. This application covers funding for the Alameda Corridor – East Project being implemented by the Alameda Corridor-East Construction Authority (a subset of the Los Angeles County Alameda Corridor- East project).

The overall project scope includes improvements at 44 grade crossings located throughout the San Gabriel Valley on the Alhambra and Los Angeles Branches of the Union Pacific Railroad between the City of Los Angeles and the City of Pomona in Los Angeles County. Improvements at 20 of the 44 locations will be made by construction of grade separations. The TCRP funding will be used with other committed funds to design and construct five of eleven grade separations listed in Phase 1 of the Alameda Corridor – East project. Grade separations funded through this application are located at East End, Reservoir, Nogales, Sunset and Brea Canyon grade crossings. These grade separation projects will be constructed in segments and, therefore, phases may overlap.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental Clearance - Already Completed			
2	Plans, Specifications & Estimates	12/1/00	10/1/02	\$16,950
3	Right of Way Acquisition	3/1/01	11/1/02	\$28,005
4	Construction	6/1/02	4/1/05	\$150,300
Total:				\$195,255

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed		\$6,900	\$2,100	\$121,300	\$130,300
		Proposed					
TEA-21	Federal	Committed		\$6,800	\$18,327		\$25,127
		Proposed					
STIP - ITIP	State	Committed		\$2,010	\$5,181	\$29,000	\$36,191
		Proposed					
Section 1118C		Committed		\$1,240	\$2,397		\$3,637
		Proposed					
	Totals :	Committed		\$16,950	\$28,005	\$150,300	\$195,255
		Proposed					
		Total :		\$16,950	\$28,005	\$150,300	\$195,255

Discussion/Issues

No issues. Recommend approval. This project is fully-funded. The information contained in the application is consistent with the AB2928 Eastern Trade Corridor Report presented at the June 2001 CTC meeting.

Summary of Environmental status: Sunset and Brea Canyon grade separations are Statutorily Exempt under CEQA.

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East End and Reservoir grade separations have been determined to be Categorically Exempt. The Nogales grade separation has an approved Negative Declaration.

In addition to the scope of work documented in this application, six grade separations identified in Phase I, and nine additional grade separations identified in Phase II of the Alameda Corridor - East Project are not included in the Total Project Cost documented in this application. Future funding must be identified to implement these improvements.

CTC has not had an opportunity to review the negative declaration (Neg Dec) of the Nogales grade separation.
Recommended Resolution Language: Allocation of capital funds for Nogales grade separation contingent upon review and approval of future funding of the Neg Dec by the CTC.

TCR Program - Application Approval Request for Project # 54.2July 11-12, 2001
Agenda Item 2.1c(1)**Los Angeles** Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, downtown Los Angeles to Los Angeles County line in Los Angeles County.

(\$ x 1,000)

Estimated Project Cost:	\$27,500	TCRP Funds covered by the application:	\$15,300
Total TCRP Funds Available:	\$150,000	Phase(s) covered in application:	All
Lead Agency:	San Gabriel Valley Council of Governments	Implementing Agency:	City of Santa Fe Springs

TCRP Funds Allocation requested concurrently with application: **\$0** for Phase(s): **N/A**Advance requested: **\$0****Project Summary**

This project application is one of three proposed by the San Gabriel Council of Governments to implement priority improvements along the Alameda Corridor – East rail facility. This application covers funding for one of the two grade separations improvements in the Gateway Cities throughout the 20 mile freight rail corridor on the San Bernardino Branch of the Burlington Northern / Santa Fe (BNSF) Railway between the East Los Angeles in Los Angeles County to the Orange County line.

This TCRP application covers funding for construction of the grade separation at Valley View Avenue in the City of Santa Fe Springs. TCRP funds will fully cover the costs for Phase 1, Environmental; Phase 2, Plans, Specifications and Estimates; Phase 3, Right-of-Way; and approximately one-half of funding needed for Phase 4, Construction. The remaining portion of the construction funds is under review for funding by the 2001 MTA call for projects.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental Clearance	9/1/01	9/1/02	\$100
2	Design	3/1/02	6/1/04	\$2,400
3	Right of Way Acquisition	9/1/01	6/1/04	\$500
4	Construction	8/1/04	2/1/06	\$24,500
Total:				\$27,500

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$100	\$2,400	\$500	\$12,300	\$15,300
		Proposed					
STIP-RIP	State	Committed					
		Proposed				\$12,200	\$12,200
	Totals :	Committed	\$100	\$2,400	\$500	\$12,300	\$15,300
		Proposed				\$12,200	\$12,200
		Total :	\$100	\$2,400	\$500	\$24,500	\$27,500

Discussion/Issues

No issues. Recommend approval. The information contained in the application is consistent with the AB2928 Eastern Trade Corridor Report presented at the June 2001 CTC meeting.

Funding in the amount of \$12,200,000 remains to be identified. Anticipated sources include, but are not limited to, STIP funding.

Recommended Resolution Language: Prior to an allocation of funds for construction, the City shall provide a plan which demonstrates full funding of the phase.

TCR Program - Application Approval Request for Project # 54.3July 11-12, 2001
Agenda Item 2.1(c)(1)**Los Angeles** Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, downtown Los Angeles to Los Angeles County line in Los Angeles County.

(\$ x 1,000)

Estimated Project Cost:	\$29,300	TCRP Funds covered by the application:	\$4,400
Total TCRP Funds Available:	\$150,000	Phase(s) covered in application:	1, 2
Lead Agency:	San Gabriel Valley Council of Governments	Implementing Agency:	City of Pico Rivera

TCRP Funds Allocation requested concurrently with application: \$0 for Phase(s): N/A

Advance requested: \$0

Project Summary

This project application is one of three proposed by the San Gabriel Council of Governments to implement priority improvements along the Alameda Corridor – East rail facility. This application covers funding for one of the two grade separations improvements in the Gateway Cities throughout the 20 mile freight rail corridor on the San Bernardino Branch of the Burlington Northern / Santa Fe (BNSF) Railway between the East Los Angeles in Los Angeles County to the Orange County line.

This TCRP application covers funding for construction of the grade separation at Parsons Boulevard in the City of Pico Rivera. TCRP funds will fully cover the costs for Phase 1 - Environmental, and Phase 2 - Plans, Specifications and Estimates.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental Review	9/1/01	3/1/03	\$500
2	Plans, Specifications, & Estimates	9/1/01	3/1/03	\$3,900
3	Right of Way Acquisition	3/1/03	12/1/03	\$500
4	Construction	7/1/02	12/1/06	\$24,400
Total:				\$29,300

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$500	\$3,900			\$4,400
		Proposed					
TBD	TBD	Committed					
		Proposed			\$500	\$24,400	\$24,900
Totals:		Committed	\$500	\$3,900			\$4,400
		Proposed			\$500	\$24,400	\$24,900
Total:			\$500	\$3,900	\$500	\$24,400	\$29,300

Discussion/Issues

No Issues. Recommend Approval. The information contained in the application is consistent with the AB2926 Eastern Trade Corridor Report presented at the June 2001 CTC meeting.

Funding in the amount of \$24,900,000 remains to be identified. Anticipated sources include, but are not limited to, federal and STIP funding.

TCR Program - Application Approval Request for Project # 55.1July 11-12, 2001
Agenda Item 2.1c(1)**San Bernardino Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, Los Angeles County line to Colton, with rail-to-rail separation at Colton in San Bernardino County.**

(\$ x 1,000)

Estimated Project Cost:	\$28,800	TCRP Funds covered by the application:	\$2,250
Total TCRP Funds Available:	\$95,000	Phase(s) covered in application:	1, 3
Lead Agency:	San Bernardino Associated Governments	Implementing Agency:	City of Montclair

TCRP Funds Allocation requested concurrently with application:	\$2,250	for Phase(s):	1
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Advance requested: \$250**Project Summary**

The overall project will eliminate traffic congestion and delays on Monte Vista and Ramona Avenues caused by rail traffic on the Union Pacific Railroad. The project will be constructed as two separate projects:

Project 1) Monte Vista Avenue, between Brooks Street and Mission Boulevard at \$16,800,000 (all TCRP); and
Project 2) Ramona Avenue, between Brooks Street and Mission Boulevard at \$12,000,000 (\$2 million in TCRP).

The overall project will construct multi-span bridges over the Union Pacific railroad tracks, the West State Street Storm Drain Channel, and State Street. The channel and State street are immediately adjacent to the railroad right of way. The overall project also includes connector roads between State Street and Monte Vista and Ramona Avenues, modifications to a storm drain system, and miscellaneous street improvements necessary to comply with both City and San Bernardino County standards.

Project 2 - Ramona Avenue, is already underway with an estimated completion date of May 2003. The Ramona Avenue project is fully funded and will be seeking an allocation for right of way once environmental clearance is complete.

Project 1 - Monte Vista Avenue is expected to start in July 2001 with a completion date of December 2004. The cost, schedule, and proposed funding identified in the application for the Monte Vista Avenue project are planning estimates and are subject to change upon completion of the project report and environmental studies. TCRP project applications for later phases of work for the Monte Vista Avenue project will be submitted when cost, schedule, and funding have been better refined.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental, Railroad Agreements, Permits	7/1/99	7/1/02	\$300
2	Plans, Specifications & Estimates	7/1/99	10/1/03	\$2,710
3	Right of Way Acquisition	7/1/01	10/1/03	\$5,180
4	Construction	4/1/02	12/31/04	\$20,610
Total:				\$28,800

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$250		\$2,000		\$2,250
		Proposed		\$2,110	\$2,180	\$12,260	\$16,550
UPRR	Local	Committed				\$500	\$500
		Proposed					
CMAQ	Federal	Committed				\$1,600	\$1,600
		Proposed					
CPUC	State	Committed				\$5,000	\$5,000
		Proposed					
AQMD	Local	Committed				\$500	\$500
		Proposed					

TCR Program - Application Approval Request for Project # 55.1July 11-12, 2001
Agenda Item 2.1c(1)

Redevelopm ent	Local	Committed	\$50	\$600	\$1,000	\$750	\$2,400	
		Proposed						
	Totals :		Committed	\$300	\$600	\$3,000	\$8,350	\$12,250
			Proposed		\$2,110	\$2,180	\$12,260	\$16,550
			Total :	\$300	\$2,710	\$5,180	\$20,610	\$28,800

Discussion/Issues

No Issues. Recommend Approval. The information contained in the application is consistent with the AB2928 Eastern Trade Corridor Report presented at the June 2001 CTC meeting.

TCR Program - Application Approval Request for Project # 55.2July 11-12, 2001
Agenda Item 2.1c(1)**San Bernardino Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, Los Angeles County line to Colton, with rail-to-rail separation at Colton in San Bernardino County.**

(\$ x 1,000)

Estimated Project Cost:	\$34,178	TCRP Funds covered by the application:	\$700
Total TCRP Funds Available:	\$95,000	Phase(s) covered in application:	1
Lead Agency:	San Bernardino Associated Governments	Implementing Agency:	City of Ontario

TCRP Funds Allocation requested concurrently with application:	\$700	for Phase(s):	1
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Advance requested: \$0**Project Summary**

The overall Alameda Corridor East project will reduce traffic congestion and delays to goods movement at a roadway/railroad crossing and eliminate potential conflicts between vehicular and train traffic by the construction of several grade separations along the Burlington Northern Santa Fe and Union Pacific Railroad lines.

This specific application will be for Phase 1 - Environmental, for a grade separation at Miliken Avenue at the intersection with the Union Pacific Railroad tracks (Alhambra Line) between Guasti Road and Airport Drive.

Note: The cost, schedule, and proposed funding identified below are planning estimates and are subject to change upon completion of the project report and environmental studies. TCRP project applications for later phases of work will be submitted when cost, schedule, and funding have been better refined.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Grade Separation Study, Environmental Clearance, Preliminary Engineering	7/1/01	3/1/02	\$700
2	Plans, Specifications & Estimates UPRR Agreements	7/1/02	1/1/04	\$4,278
3	Right of Way Acquisition	11/1/02	3/1/04	\$4,450
4	Construction	7/1/04	6/1/06	\$24,750
Total:				\$34,178

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$700				\$700
		Proposed		\$4,278	\$4,450	\$24,750	\$33,478
	Totals :	Committed	\$700				\$700
		Proposed		\$4,278	\$4,450	\$24,750	\$33,478
		Total :	\$700	\$4,278	\$4,450	\$24,750	\$34,178

Discussion/Issues

No Issues. Recommend Approval. The information contained in the application is consistent with the AB2928 Eastern Trade Corridor Report presented at the June 2001 CTC meeting.

TCR Program - Application Approval Request for Project # 55.3July 11-12, 2001
Agenda Item 2.1c(1)**San Bernardino Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, Los Angeles County line to Colton, with rail-to-rail separation at Colton in San Bernardino County.**

(\$ x 1,000)

Estimated Project Cost:	\$34,060	TCRP Funds covered by the application:	\$510
Total TCRP Funds Available:	\$95,000	Phase(s) covered in application:	1
Lead Agency:	San Bernardino Associated Governments (SANBAG)	Implementing Agency:	SANBAG

TCRP Funds Allocation requested concurrently with application:	\$510	for Phase(s):	1
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Advance requested: \$0**Project Summary**

The overall project will eliminate traffic congestion and delays on Hunts Lane and State Street/University Parkway caused by rail traffic on the Union Pacific Railroad and San Bernardino Railroad Lines. The project will be constructed as two separate projects:

Project 1) South Hunts Lane between Club Center Drive and West Commerical Road for \$17,210,000 (TCRP); and

Project 2) San Bernardino Railroad Lines at State Street/University Parkway for \$16,850,000 (TCRP).

The overall project will construct multi-span bridges over the Union Pacific and San Bernardino railroad tracks. The project also includes some miscellaneous street improvements necessary to comply with both City and San Bernardino County standards. Both project are anticipated to start Phase 1 - Environmental, in July 2001; both projects expect to be completed in December 2004.

Note: The cost, schedule, and proposed funding identified below are planning estimates and are subject to change upon completion of the project report and environmental studies. TCRP project applications for later phases of work for the projects will be submitted when cost, schedule, and funding have been better refined.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental Clearance, Preliminary Design and Engineering	7/1/01	7/1/02	\$510
2	Plans, Specifications & Estimates	8/1/02	9/1/03	\$4,250
3	Right of Way Acquisition	1/1/03	9/1/03	\$4,420
4	Construction	9/1/03	12/1/04	\$24,880
Total:				\$34,060

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$510				\$510
		Proposed		\$4,250	\$4,420	\$24,880	\$33,550
	Totals :	Committed	\$510				\$510
		Proposed		\$4,250	\$4,420	\$24,880	\$33,550
	Total :		\$510	\$4,250	\$4,420	\$24,880	\$34,060

Discussion/Issues

No Issues. Recommend Approval. The information contained in the application is consistent with the AB2928 Eastern Trade Corridor Report presented at the June 2001 CTC meeting.

TCR Program - Application Approval Request for Project # 75.1July 11-12, 2001
Agenda Item 2.1c(1)**San Diego** **San Diego Transit Buses; acquire about 85 low-emission buses for San Diego transit service in San Diego County.**

(\$ x 1,000)

Estimated Project Cost:	\$22,700	TCRP Funds covered by the application:	\$21,000
Total TCRP Funds Available:	\$30,000	Phase(s) covered in application:	4
Lead Agency:	San Diego Metropolitan Transit Development Board (SDMTDB)	Implementing Agency:	SDMTDB

TCRP Funds Allocation requested concurrently with application:	\$0	for Phase(s):	N/A
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Advance requested: \$10,000**Project Summary**

The overall purpose of the San Diego Transit Buses project is to provide for the procurement of alternative fuel buses for capacity expansion; replacement of older model higher emissions vehicles; and reduction in maintenance costs of the old vehicles for the San Diego Metropolitan Transit Development Board and North County Transit District systems.

This specific application addresses funding for the MTDB project, which consists of the purchase of approximately 54 CNG buses (\$17,540,000) and three existing CNG fueling facilities (\$3,000,000), currently owned by San Diego Gas and Electric Company, as well as the expansion of one of these facilities (\$800,000) to provide for greater fueling capacity required to fuel the expanded CNG fleet. Of the 54 CNG buses to be purchased, 38 buses will replace buses that are nearing or have exceeded their useful life; 16 buses will be for new or expanded service within the MTDB service area.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental Clearance - Completed In House			
2	Bus Bid Preparation, Design for Fueling Station Expansion - In House	7/1/01	9/1/01	\$0
3	Right of Way Acquisition			\$0
4	Bus Acquisition, Fueling Station Acquisition, Fueling Station Expansion	9/1/01	12/1/03	\$22,700
Total:				\$22,700

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed				\$21,000	\$21,000
		Proposed					
CMAQ	Federal	Committed				\$1,360	\$1,360
		Proposed					
APCD (AB2766)	Local	Committed				\$340	\$340
		Proposed					
	Totals :	Committed				\$22,700	\$22,700
		Proposed					
		Total :				\$22,700	\$22,700

Discussion/Issues

No Issues. Recommend Approval. This project is fully-funded. Although a concurrent allocation has not been requested, for cashflow purposes MTDB has requested an advance of \$10,000,000 for the bus procurement element of the project once delivery of the buses is underway.

The bus acquisition element of this project is statutorily exempt under CEQA. The MTDB has adopted a Mitigated Negative Declaration under CEQA for the fueling facilities element. Concurrent CTC consideration of the Mitigated Neg

TCR Program - Application Approval Request for Project # 75.1

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Agenda Item 2.1c(1)

Dec is under agenda item 2.2c.(3). Regional Transportation Plan documentation on file.

Recommended Resolution Language: Prior to an allocation of funds, MTDB shall provide a Financial Operating Plan that demonstrates they have the financial capability to operate the expanded service once the project has been completed. Moreover, the release of the \$10,000,000 authorized as an "advance" shall be based on a bus delivery and payment schedule that shows how much of the advance is needed and when.

TCR Program - Application Approval Request for Project # 75.2

July 11-12, 2001

Agenda Item 2.1c(1)

San Diego**San Diego Transit Buses; acquire about 85 low-emission buses for San Diego transit service in San Diego County.**

(\$ x 1,000)

Estimated Project Cost: \$12,400**TCRP Funds covered by the application:** \$9,000**Total TCRP Funds Available:** \$30,000**Phase(s) covered in application:** 4**Lead Agency:**San Diego
Metropolitan
Transit
Development
Board**Implementing Agency:**North County
Transit District**TCRP Funds Allocation requested concurrently with application:** \$1,300 **for Phase(s):** 4**Advance requested:** \$5,000**Project Summary**

The overall purpose of the San Diego Transit Buses project is to provide for the procurement of alternative fuel buses for capacity expansion; replacement of older model higher emissions vehicles; and reduction in maintenance costs of the old vehicles for the San Diego Metropolitan Transit Development Board and North County Transit District bus transit systems.

This application specifically addresses funding for the NCTD project, which consists of the purchase of 30 CNG buses (\$11,100,000). Moreover, with available federal and local funds, NCTD will be able to maximize all available funding, including TCRP, to purchase 10 additional 19-passenger clean-diesel transit vans (\$1,300,000) that will be used to provide service to those areas of the region that cannot be accessed by NCTD buses due to the size and nature of the streets.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental Clearance - Statutorily Exempt			\$0
2	Plans, Specifications & Estimates			\$0
3	Right of Way Acquisition			\$0
4	Bus/Van Procurement	8/1/01	9/1/04	\$12,400
Total:				\$12,400

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed				\$9,000	\$9,000
		Proposed					
STA	Local	Committed				\$720	\$720
		Proposed					
Section 5311	Federal	Committed				\$480	\$480
		Proposed					
Section 5307	Federal	Committed				\$2,200	\$2,200
		Proposed					
	Totals :	Committed				\$12,400	\$12,400
		Proposed					
		Total :				\$12,400	\$12,400

Discussion/Issues

No Issues. Recommend Approval. This project is fully-funded. Although a concurrent allocation has not been requested, for cashflow purposes NCTD has requested an advance of \$5,000,000 for the transit bus procurement element of the project once delivery of the buses is underway. The bus acquisition element of this project is statutorily exempt under CEQA. Financial Operating Plan documentation on file; Regional Transportation Plan documentation on file.

Recommended Resolution Language: The release of the \$5,000,000 authorized as an "advance" shall be based on a bus delivery and payment schedule that shows how much of the advance is needed and when.

TCR Program - Application Approval Request for Project # 96July 11-12, 2001
Agenda Item 2.1c(1)**Fresno** **Friant Road; widen to four lanes from Copper Avenue to Road 206 in Fresno County.**

(\$ x 1,000)

Estimated Project Cost: \$15,759

TCRP Funds covered by the application: \$10,000

Total TCRP Funds Available: \$10,000

Phase(s) covered in application: All

Lead Agency:

County of Fresno Implementing Agency:

County of
Fresno,
Department of
Public Works

TCRP Funds Allocation requested concurrently with application: \$512 for Phase(s): 1, 2

Advance requested: \$0

Project Summary

The overall Friant Road project will add two lanes, requiring additional right of way in some locations, resurface the existing roadway and add a bridge. The proposed finished roadway for the entire project will be a combination of the existing roadway and a new two-lane facility to provide the continued service. The proposed alignment of the four-lane expressway and arterial will generally coincide with the existing alignment of the two-lane road. Some segments of the existing roadway will be fully reconstructed due to alignment problems. Left turn or deceleration lanes or channelization may be needed at major access points as well as modifications to existing access points to align with median breaks. The finished project will provide adequate capacity and level of service, minimize future maintenance costs, and improve safety.

Note: This project will be segmented and, therefore, phases may overlap.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Route Analysis, Project Report, Environmental, and Permits	5/1/97	4/1/02	\$446
2	Plans, Specifications & Estimates	5/1/99	1/1/03	\$701
3	Right of Way Acquisition	4/1/02	2/1/03	\$2,566
4	Construction	7/1/02	3/1/05	\$12,046
Total:				\$15,759

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$56	\$456	\$714	\$8,774	\$10,000
		Proposed					
TEA-21 STP	Federal	Committed	\$307	\$52			\$359
		Proposed			\$1,142		\$1,142
CMAQ	Federal	Committed				\$178	\$178
		Proposed					
General Fund	Local	Committed	\$83	\$193	\$710	\$3,094	\$4,080
		Proposed					
Totals:		Committed	\$446	\$701	\$1,424	\$12,046	\$14,617
		Proposed			\$1,142		\$1,142
Total:			\$446	\$701	\$2,566	\$12,046	\$15,759

Discussion/Issues

No Issues. Recommend Approval. Funding in the amount of \$1,142,000 remains to be identified. Anticipated sources include, but are not limited to, regional STP funding.

Recommended Resolution Language: Prior to an allocation of funds for right of way or construction, the County shall provide a plan which demonstrates full funding of the phase.

TCR Program - Application Approval Request for Project # 129July 11-12, 2001
Agenda Item 2.1c(1)**San Bernardino Route 62; traffic and pedestrian safety and utility undergrounding project in right-of-way of Route 62.**

(\$ x 1,000)

Estimated Project Cost:	\$3,200	TCRP Funds covered by the application:	\$3,200
Total TCRP Funds Available:	\$3,200	Phase(s) covered in application:	All
Lead Agency:	Town of Yucca Valley	Implementing Agency:	Town of Yucca Valley

TCRP Funds Allocation requested concurrently with application:	\$150	for Phase(s):	1
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Advance requested: \$0**Project Summary**

The overall project will reduce the accident rate and provide safety improvements for pedestrians and motorists along Route 62 in the Town of Yucca Valley by constructing safety improvements and utility undergrounding. Various elements of the project will be located between La Honda Way and Dumosa Avenue, including the remaining utility undergrounding between La Honda and Kickapoo Trail, sidewalk construction and associated drainage to improve pedestrian safety, and raised medians to prevent unauthorized left turn movements. Eliminating accidents and left turns will result in reduced traffic congestion on this State route. Undergrounding of the utilities for the remaining limits of the project has been done under a separate project.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Project Report and Environmental Document	8/1/01	8/1/02	\$150
2	Plans, Specifications & Estimates	8/1/02	8/1/03	\$240
3	Right of Way Acquisition, Utility Relocation	8/1/02	8/1/03	\$115
4	Construction	8/1/03	10/1/04	\$2,695
Total:				\$3,200

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$150	\$240	\$115	\$2,695	\$3,200
		Proposed					
	Totals :	Committed	\$150	\$240	\$115	\$2,695	\$3,200
		Proposed					
		Total :	\$150	\$240	\$115	\$2,695	\$3,200

Discussion/Issues

No Issues. Recommend Approval.

TCR Program - Application Approval Request for Project # 141July 11-12, 2001
Agenda Item 2.1c(1)**Alameda Union City; pedestrian bridge over Union Pacific rail lines.**

(\$ x 1,000)

Estimated Project Cost:	\$2,500	TCRP Funds covered by the application:	\$2,000
Total TCRP Funds Available:	\$2,000	Phase(s) covered in application:	All
Lead Agency:	City of Union City	Implementing Agency:	City of Union City

TCRP Funds Allocation requested concurrently with application: \$120 for Phase(s): 1

Advance requested: \$0

Project Summary

The overall project will provide a pedestrian grade separation across the UPRR tracks for safe access near the existing BART Station in Union City.

This project proposes the construction of a pedestrian grade separation across the UPRR tracks to provide the community safe access to the boarding areas for BART, AC Transit, Union City Transit, Dumbarton Express, future boarding areas for Capitol Corridor, ACE and Dumbarton Rail and safe public access to Guy Emmanuelle School. The project includes connections to existing pedestrian facilities along Decoto Road and will be coordinated with the Union City Intermodal Station project (a separate project funded by other sources).

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental Document, Preliminary Engineering, Right of Way Studies	7/1/01	3/1/02	\$150
2	Plans, Specifications & Estimates	3/1/02	3/1/03	\$250
3	Right of Way Acquisition	8/1/02	3/1/03	\$100
4	Construction	3/1/03	6/1/04	\$2,000
Total:				\$2,500

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$120	\$200	\$80	\$1,600	\$2,000
		Proposed					
Redevelopm ent Funds	Local	Committed	\$30	\$50	\$20	\$400	\$500
		Proposed					
	Totals :	Committed	\$150	\$250	\$100	\$2,000	\$2,500
		Proposed					
		Total :	\$150	\$250	\$100	\$2,000	\$2,500

Discussion/Issues

No Issues. Recommend Approval. This project is fully-funded.

TCR Program - Application Approval Request for Project # 156July 11-12, 2001
Agenda Item 2.1c(1)**Regional Seismic retrofit and core segment improvements for the Bay Area Rapid Transit system.**

(\$ x 1,000)

Estimated Project Cost: \$250,000 TCRP Funds covered by the application: \$500

Total TCRP Funds Available: \$20,000 Phase(s) covered in application: 1

Lead Agency: San Francisco Implementing Agency: BART
Bay Area Rapid
Transit District
(BART)

TCRP Funds Allocation requested concurrently with application: \$500 for Phase(s): 1

Advance requested: \$0

Project Summary

The overall project will make improvements to the BART system to provide the Bay Area with a critical transit lifeline in the event of an earthquake. Improvements will be made from the Transbay Tube eastward towards the Caldecott Tunnel. The original BART system design needs to be brought up to current standards to withstand a Maximum Credible Earthquake (MCE) and return to service with a minimum delay after such an event.

Note: The cost, schedule, and proposed funding identified below are planning estimates and are subject to change upon completion of the project report and environmental studies. TCRP project applications for later phases of work will be submitted when cost, schedule, and funding have been better refined.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Studies, Environmental Review, Permits	3/1/00	12/1/01	\$18,800
2	Plans, Specifications & Estimates	9/1/01	12/1/02	\$31,200
3	Right of Way Easements	9/1/01	1/1/03	\$2,500
4	Construction	1/1/03	1/1/05	\$197,500
Total:				\$250,000

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$500				\$500
		Proposed			\$2,000	\$17,500	\$19,500
LSSRP - Seismic	State	Committed	\$6,200	\$1,807	\$500	\$59,230	\$84,000
		Proposed					
STIP - RIP	State	Committed	\$10,200				\$10,200
		Proposed					
BART	Local	Committed	\$1,000	\$11,000			\$12,000
		Proposed				\$120,770	\$120,770
CMAQ/STP	Federal	Committed	\$900	\$2,130			\$3,030
		Proposed					
	Totals :	Committed	\$18,800	\$31,200	\$500	\$59,230	\$109,730
		Proposed			\$200	\$138,270	\$140,270
		Total :	\$18,800	\$31,200	\$2,500	\$197,500	\$250,000

Discussion/Issues

No Issues. Recommend Approval. Funding in the amount of \$120,770,000 remains to be identified. Anticipated sources include, but are not limited to, local BART funding.

TCR Program - Application Approval Request for Project # 157July 11-12, 2001
Agenda Item 2.1c(1)**Napa** **Route 12; Congestion relief improvements from Route 29 to I-80 through Jamison Canyon.**

(\$ x 1,000)

Estimated Project Cost: \$103,200 **TCRP Funds covered by the application:** \$2,900**Total TCRP Funds Available:** \$7,000 **Phase(s) covered in application:** 2**Lead Agency:** Caltrans **Implementing Agency:** Same**TCRP Funds Allocation requested concurrently with application:** \$0 **for Phase(s):** N/A**Advance requested:** \$0**Project Summary**

Widen Route 12 from a 2 lane highway to a 4 lane expressway. Traffic congestion and delay to the motoring public along this interregional route have increased in recent years as demographics and industrial centers have developed and shifted. Commercial growth in Napa and Sonoma Counties, coupled with population growth in Solano County, have resulted in increased commuting on Route 12. The proposed project will provide additional capacity on Route 12 and reduce congestion. This application is to seek partial funding to prepare Plans, Specifications and Estimates. Schedule and estimate shown on this application are for planning purpose only. As the studies progress, right of way hardship protection, advance acquisition and risk design will be considered to accelerate project schedule. Possible interim operational improvements will also be considered.

A prior application for \$4,100,000, for Phase 1 activities was approved on March 28, 2001. This application programs the remaining \$2,900,000 in TCR funds for this project.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Project Report and Environmental Document	3/1/01	6/1/05	\$4,100
2	Plan, Specifications & Estimates, Permits	6/1/05	7/1/08	\$6,800
3	Right of Way Acquisition	12/1/05	9/1/08	\$7,400
4	Construction	5/1/09	1/1/12	\$84,900
Total:				\$103,200

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$4,100	\$2,900			\$7,000
		Proposed					
STIP - RIP/IIP	State	Committed					
		Proposed		\$3,900	\$7,400	\$84,900	\$96,200
	Totals :	Committed	\$4,100	\$2,900			\$7,000
		Proposed		\$3,900	\$7,400	\$84,900	\$96,200
		Total :	\$4,100	\$6,800	\$7,400	\$84,900	\$103,200

Discussion/Issues

No issues. Recommend approval. Funding in the amount of \$96,200,000 remains to be identified. Anticipated sources include, but are not limited to, STIP funding.

CALIFORNIA TRANSPORTATION COMMISSION
Approval of Traffic Congestion Relief Program
Project Applications

RESOLUTION TA-01-11

- 1.1 WHEREAS the Traffic Congestion Relief Act of 2000 (herein after referred to as “statute”), which was established by Chapters 91 (AB 2928) and 656 (SB 1662) of the Statutes of 2000, establishes the Traffic Congestion Relief Program, providing \$5.39 billion for projects throughout the State of California to reduce traffic congestion, provide for safe and efficient movement of goods, and provide system connectivity; and
- 1.2 WHEREAS in accordance with Government Code Section 14556.11 the California Transportation Commission (Commission) has adopted guidelines, in consultation with the Department of Transportation (Department) and regional agencies, to implement the Traffic Congestion Relief Program (TCRP); and
- 1.3 WHEREAS the statute and guidelines require applicants to specify full and complete project applications, including scope, cost and schedule, financial plans and funding sources; and
- 1.4 WHEREAS the Commission, with assistance from the Department, is required by statute to review and approve applications for TCRP projects that meet the requirements in statute and guidelines; and
- 1.5 WHEREAS the Commission, with assistance from the Department, has reviewed submitted TCRP project applications, and subsequent clarifications and revisions, and determined they comply with the statute and guidelines.
- 2.1 NOW THEREFORE BE IT RESOLVED the Commission does hereby approve the following 22 TCRP project applications for \$465,745,000 as submitted, with subsequent clarifications and revisions:
 - Project #3 - \$25,000,000, Phase 4 for Route 101; widen freeway from four to eight lanes south of San Jose, Bernal Road to Burnett Avenue in Santa Clara County.
Applicant Agency: Santa Clara Valley Transportation Authority (SCVTA)
Implementing Agency: SCVTA
 - Project #13 - \$67,530,000, Phase 4 for Caltrain Peninsula Corridor; acquire rolling stock; add passing tracks, and construct pedestrian access structure at stations between San Francisco and San Jose in San Francisco, San Mateo, and Santa Clara Counties.
Applicant Agency: Peninsula Corridor Joint Powers Board (PCJPB)
Implementing Agency: PCJPB

- Project #14 - \$365,000, Phase 1 for CalTrain; extension to Salinas in Monterey County.
Applicant Agency: Transportation Agency for Monterey County (TAMC)
Implementing Agency: TAMC
- Project #20 - \$140,000,000, Phases 2, 4 for San Francisco Muni Third Street Light Rail; extend Third Street line to Chinatown (tunnel) in the City and County of San Francisco.
Applicant Agency: San Francisco Municipal Transportation Agency
Implementing Agency: San Francisco County Transportation Authority
- Project #22- \$3,000,000, Phase 1 for Route 101; environmental study for reconstruction of Doyle Drive, from Lombard St./Richardson Avenue to Route 1 Interchange in City and County of San Francisco.
Applicant Agency: San Francisco County Transportation Authority
Implementing Agency: San Francisco County Transportation Authority
Advance Requested: \$500,000
- Project #27.2 - \$1,920,000, Phases 1, 2, 3 for Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties - ACE Commuter Parking
Applicant Agency: Alameda County Congestion Management Agency
Implementing Agency: City of Livermore
- Project #27.3 - \$520,000, Phases 1, 2 for Vasco Road Safety and Transit Enhancement Project in Alameda and Contra Costa Counties. - Parking in Livermore (Valley Center)
Applicant Agency: Alameda County Congestion Management Agency
Implementing Agency: City of Livermore, Community Development Department
- Project #31 - \$25,000,000, All Phases for Route 580; construct eastbound and westbound HOV lanes from Tassajara Road/Santa Rita Road to Vasco Road in Alameda County.
Applicant Agency: Caltrans
Implementing Agency: Caltrans
- Project #49 - \$350,000, Phases 1, 2 for Hollywood Intermodal Transportation Center; intermodal facility at Highland Avenue and Hawthorn Avenue in the City of Los Angeles.
Applicant Agency: City of Los Angeles
Implementing Agency: Community Redevelopment Agency of the City of Los Angeles
Advance Requested: \$350,000
- Project #54.1 - \$130,300,000, Phases 2, 3, 4 for Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, downtown Los Angeles to Los Angeles County line in Los Angeles County.
Applicant Agency: San Gabriel Valley Counsel of Governments
Implementing Agency: Alameda Corridor-East Construction Authority
- Project #54.2 - \$15,300,000, All Phases for Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, downtown Los Angeles to Los Angeles County line in Los Angeles County.
Applicant Agency: San Gabriel Valley Counsel of Governments
Implementing Agency: City of Santa Fe Springs

- Project #54.3 - \$4,400,000, Phases 1, 2 for Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, downtown Los Angeles to Los Angeles County line in Los Angeles County.
Applicant Agency: San Gabriel Valley Counsel of Governments
Implementing Agency: City of Pico Rivera
- Project #55.1 - \$2,250,000, Phases 1, 3 for Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, with rail-to-rail separation at Colton in San Bernardino County.
Applicant Agency: San Bernardino Associated Governments
Implementing Agency: City of Montclair
Advance Requested: \$250,000
- Project #55.2 - \$700,000, Phase 1 for Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, with rail-to-rail separation at Colton in San Bernardino County.
Applicant Agency: San Bernardino Associated Governments
Implementing Agency: City of Ontario
- Project #55.3 - \$510,000, Phase 1 for Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, with rail-to-rail separation at Colton in San Bernardino County.
Applicant Agency: San Bernardino Associated Governments (SANBAG)
Implementing Agency: SANBAG
- Project #75.1 - \$21,000,000, Phase 4 for San Diego Transit Buses; acquire about 85 low-emission buses for San Diego transit service in San Diego County.
Applicant Agency: San Diego Metropolitan Transit Development Board (MTDB)
Implementing Agency: MTDB
Advance Requested: \$10,000,000
- Project #75.2 - \$9,000,000, Phase 4 for San Diego Transit Buses; acquire about 85 low-emission buses for San Diego transit service in San Diego County.
Applicant Agency: San Diego Metropolitan Transit Development Board
Implementing Agency: San Diego North County Transit District
Advance Requested: \$5,000,000
- Project #96 - \$10,000,000, All Phases for Friant Road; widen to four lanes from Copper Avenue to Road 206 in Fresno County.
Applicant Agency: County of Fresno
Implementing Agency: County of Fresno, Department of Public Works
- Project #129 - \$3,200,000, All Phases for Route 62; traffic and pedestrian safety and utility under-grounding project in right-of-way of Route 62.
Applicant Agency: Town of Yucca Valley
Implementing Agency: Town of Yucca Valley

- Project #141 - \$2,000,000, All Phases for Union City; pedestrian bridge over Union Pacific rail lines.
Applicant Agency: City of Union City
Implementing Agency: City of Union City
 - Project #156 - \$500,000, Phase 1 for Seismic retrofit and core segment improvements for the Bay Area Rapid Transit system.
Applicant Agency: San Francisco Bay Area Rapid Transit District (BART)
Implementing Agency: BART
 - Project #157 - \$2,900,000, Phase 2 for Route 12; Congestion relief improvements from Route 29 to I-80 through Jamison Canyon.
Applicant Agency: Caltrans
Implementing Agency: Caltrans
- and;

2.2 BE IT FURTHER RESOLVED that for Project #20 – San Francisco Muni Third Street Light Rail project, allocation of funds for construction is contingent upon review and approval for future consideration of funding, of the final EIR/EIS by the CTC, as well as receipt of a plan identifying fully-funded usable segments; and

2.3 BE IT FURTHER RESOLVED that prior to an allocation of funds for capital phases (right of way and/or construction) of the following projects, the applicants shall demonstrate a commitment of funds for the phase requested; and

- Project #31 – Route 580 HOV lanes from Tassajara Road to Vasco Road,
- Project #54.2 – Alameda Corridor East, City of Santa Fe Springs,
- Project #96 – Friant Road Widening from Copper Ave to Road 206; and

2.4 BE IT FURTHER RESOLVED that prior to the submittal of an application for any capital phase for the following projects, the applicants must develop a parking management plan that, among other requirements, provides for procedures to ensure that a specified number (to be determined upon completion of Phase 1) of non-tandem designated parking spaces are for the exclusive use of transit riders, and ensure the commuter parking spaces are maintained and operated separate from any retail parking:

- Project #27.3 – Vasco Road Safety and Transit Enhancement Project, Downtown Valley Center ACE Parking Facility,
- Project #49 – Hollywood Intermodal Transportation Center; and

2.5 BE IT FURTHER RESOLVED that for Project #54.1 – Alameda Corridor East project, allocation of funds for capital phases (right of way and/or construction) is contingent upon review and approval for future consideration of funding of the Negative Declaration, for the Nogales Grade Separation project, by the CTC; and

- 2.6 BE IT FURTHER RESOLVED that for Project #75.1 – San Diego Transit Buses, prior to an allocation of funds the San Diego Metropolitan Transit District (MTDB), shall provide an operating plan that demonstrates they have the financial capability to operate the expanded service once the project has been completed; and
- 2.7 BE IT FURTHER RESOLVED that for both Project #75.1 – San Diego Transit Buses, (MTDB) and Project #75.2 – San Diego Transit Buses, North County Transit District, the release of the funds authorized under Section 2.1 above as an “advance” shall be based on a bus delivery and payment schedule that shows how much of the advance is needed and when; and
- 2.8 BE IT FURTHER RESOLVED that this TCRP project application approval by the Commission reserves the State funding for these projects as specified by the statute, and allows the applicant agencies to incur costs in accordance with the approved project application, statute and guidelines.